P.W. (1954) Department.

M. SERIES.

G.O. No. 3247

Dated 14.9.54

FOR MYSORE STATE

[Despatch Abstract]

Estt. H.W. Deptt - Temprg - Malabar and South Kanara Districts Construction of bridges and roads - Formation of special circle.

Sanctioned:

HIGHWAYS DEPARTMENT

From
K. Nambiar, B.E.,
M.I.E.(Ind), F.Inst.H.E.(Eng),
M.I.Mun.E.(Eng), M.Am.Soc.C.E
Chief Engineer (Highways),
Chepauk, Madras-5.

To
The Secretary to Government,
Public Works Department,
Madras-9.

Letter No. 25072 A1/54-1 dated 17th June 1954.

Sir,

Sub: ESTABLISHMENT - Highways Department - Formation of a special circle for urgent works in West Coast Districts - Sanction requested.

Consequent on the sanction of the scheme for the Developme of West Coast Road at a cost of Rs.180 Lakhs (vide letter No.11007 Q/53-9 Public Works dated 12.8.1953) this Department has to under take and complete works costing Rs.142 Lakhs in these two District before the end of 1955-1956. Of these, works costing about Rs.57 lie in the Malabar District and the rest in South Kanara District The time limit prescribed for this task is no doubt too short.

2 But in addition to those under the West Coast Road scheme, works have been sanctioned under the Rs.138 Lakhs scheme financed fully by the Government of India vide Government Endorsement No. 105356-A/53-7 Public Works dated 8.5.1954. In this scheme, there are works costing about [illegible].65 Lakhs in the two West Coast Districts and particular mention is to be made of the time limit four years i.e., upto 1955-1956 and first two years of the next p

In the above position of works lying in the two coastal districts, I have to state that these are all original works mostl bridges which need careful and protracted investigation and estim as well as constant and effective control during execution. It is necessary to note in this connection that unlike building and other similar schemes, the bridge schemes almost invariably prese unanticipated problems in foundations like obstructions, uneven sinking, high spring flow, sloping rock surface etc. Such situa have to be faced and decided on merits by a competent authority w the least delay.

4 Taking the immediate task ahead, I have to point out that for these cases under the West Coast Road scheme the two Special Division sanctioned in G.O.No.1251 Public Works dated 8.4.1954 ha just taken shape and the detailed estimate and plans are to be pr pared, forwarded to Government of India through State Government after scrutiny in this office and after obtaining the approval of the Government of India, they have to be put under execution. Similarly, the approval of Government of India is necessary for t works under the Rs.138 Lakhs scheme at every stage. The estimate have to be first got ready with the greatest speed. Therefore fo the Rs.138 lakhs scheme, separate proposals have been submitted fo one investigation Division and two Executive divisions.

The main issue that needs immediate solution is only the method of co-ordinating the work of all these urgent works in the two districts costing in all about Rs.200 lakhs. As explained earlier, the time available is too short and the working season i severely restricted due to monsoons. In order to meet the expectation of the Government for the development of these two districts in one mighty step, some concerted action similar to a wa emergency measure is urgently needed. The Divisions formed alre and those proposed would need the assistance of one central authority to decide the innumerable field details like siting of bridge, alignment of road in a ghat area, alternative designs for the various structures to be estimated for etc. Also during

in bridge works especially are to be approved by the Superintendi Engineer with necessary rates therefor, under lump sum contract terms. Unless these items are passed by the Superintending Engi promptly, execution will be held up. I, therefore, consider tha instead of giving vastly enhanced powers to the Special Divisiona Engineers (Highways) which is not desirable, the only way to a-chi the best control and maximum outturn is the formation of a specia circle for the two districts.

2. A statement showing the work loads in the two existing circ in the department is enclosed. This question of work load has n got much significance in the context, as the works are to be got done with high concentration in a limited period. In addition, the two circles had the jurisdictions increased by one district e after partition, without any additional staff at any level. Therefore I consider that it is not possible to make any other al native arrangements with the two circles at present and that the proposal made out in the earlier para is compelled by the circumstances at present and the need to prepare for the huge scheme ah

3. Regarding the details of the working of the special circle, I submit that the circle shall be located at Cannanore and shall have jurisdiction over the two districts of Malabar and South Kan Thus even the three regular divisions of Palghat, Kozhikode, and Mangalore will be under the control of the Special Superintending Engineer. In all the Special Superintending Engineer will have three regular divisions and five special divisions under his cont This has the best advantage in that the entire region with its ow peculiar climatic conditions and the concentrated load of works w be controlled with maximum efficiency by the Special Superintendi Engineer in the most central place as headquarters.

4. With the formation of the special circle certain readjustments can advantageously be made in the jurisdiction of the existing circles, viz., by forming a circle at Madras with Salem, North Arcot, Chingleput, South Arcot and Tanjore districts including the Transport & Machinery Division and Designs Division, the other circle now at Tiruchi taking over Coimbatore and Ooty in lieu of South Arcot and Tanjore. Such a distribution of divisions among circles is the best considering the load of expenditure and workin conditions.

In the circumstances explained above, I request that sancti may be accorded to the formation of a special circle for West Coas districts and to the employment of the following* staff for the ci for a period of two years from date of employment:

* SPECIAL CIRCLE FOR WEST COAST DISTRICTS

STAFF

1) One Superintending Engineer
2) One Personal Assistant to Superintending Engineer
3) One Manager
4) Two Upper Division Clerks
5) Two Lower Division Clerks
6) Two Typists
7) Seven peons
8) Four Junior Engineers.
9) Two L.C.E.s
10) Two Tracers
11) Two Blue Print Operators.

I also request that the redistribution of divisions among circles proposed ~~xxxxxx~~ above may be approved.

I request very early orders.

17.6.54

for CHIEF ENGINEER (HIGHWAYS)

S T A T E M E N T

	Districts	Expenditure incurred in 1953-1954 both repairs & other works	Works under West Coast Road Scheme	Works und Rs.138 Lak Scheme
III CIRCLE	Chingleput	36.96		6.0
	South Arcot	19.54		25.0
	Tiruchirapalli	26.65		
	Nagapattinam	19.30		
	Tanjore	18.52		
	Madurai	28.83		17.0
	Ramnad	25.62		
	Tirunelveli	16.75		
	Coleroon	3.04		
	Transport & Machinery	-		
	Designs	-		
	Total	195.21		
IV CIRCLE	North Arcot	20.25		10.3
	Krishnagiri	11.41		
	Salem	14.04		
	Erode	9.35		
	Coimbatore	13.93		15.0
	Coty	3.33		
	Calicut	18.52	35.0	7.0
	Palghat	20.55	22.0	14.
	Mangalore	32.69	85.0	44.0
	Total	144.07	142.0	138.3

+ 3 posts Executive

A. I. Padmanabha 17.6.54

for CHIEF ENGINEER (HIGHWAYS)

DEPUTY SECRETARY TO GOVERNMENT
23 AUG 1954
PUBLIC WORKS DEPARTMENT

Sub: ESTABLISHMENT - Highways Department - formation of another circle - sanction regarding.

Ref: My letter No.2807a-A1-54-1 dated 17.6.54.

With reference to our conversation on the above subject, I have to point out that the conditions under which I was holding additional charge of Highways Second Circle during years 1951-53 were quite different from what they are to-day.

2. The Highways Department was formed with effect from 1st April 1946 with 6 supervision circles each in charge of a Superintending Engineer and 36 Executive Divisions, each, in charge of a Divisional Engineer - Vide P.O.No.598 E.A. dated 27.3.46.

3. The department was reorganised in January 1947 reducing the number of circles and divisions to 5 and 30 respectively vide G.O. P.W. dated 4.1.47.

4. After the partition of the State there are now only two circles one at Thiruchirapally and the other at Coimbatore. The present jurisdiction of these circles is nearly two and half times what it was in 1946 and each of them is now saddled with 12 divisions - vide statement I attached. The mileage of roads in each circle has also nearly doubled now. The existing circles in their present set up have become too unwieldy to be managed by the Superintending Engineers as will be seen from the following facts.

5. The activities of the department have been expanding from time to time. Besides the normal work of the department which itself has now become heavy, the following special items of works have also to be attended to.

1. National Extension Scheme.
2. Community Projects.
3. Social Service Programme.
4. Famine relief works.
5. Planning Commission works.

6. Works taken up under the scheme for development of East Coast roads, and under the 138 lakhs schemes are of such great magnitude that they require prompt, constant and adequate supervision and have to be completed within the time limits.

7. Representations from the public to the Hon'ble Ministers connected for village roads and water supplies have further increased the work and the department has to be particular in pushing through such schemes.

8. The special Circle proposed in Chief Engineer's letter No.2807a-A1-54-1 dated 17.6.54 needs to be formed immediately not only for the purpose of executing the urgent works in East Coast roads but also to afford the required relief to the Superintending Engineers who are labouring under abnormally heavy works and unwieldly circle jurisdictions. A comparative statemen

showing the distribution of divisions as existed at the time of formation of Highways Department and as at present is enclosed for information.

9. I enclose herewith for information two statements (1) indicating major bridge works that were in progress in this State in 1951-52 when I took additional charge of the second circle and (2) bridge works in progress in the year 1954-55 and also likely to be taken up during the course of this year.

10. It will be seen that during the year 1951-52 7 major bridge works costing Rs.1,05,65,000 to inspect, distributed among the various districts of the composite state as indicated below.

Chingleput District	1
Tiruchi District	1
Malabar	1
South Kanara	2
Nellore	2
	7

11. The Pugalur bridge in the Tiruchi District almost completed.

12. As far as the works in Northern and ceded districts were concerned, the Alamoor bridge which was sanctioned was not actually commenced. Works in other districts were either under investigation or were not taken up. It may also be mentioned that there were no works under Part II scheme in the year 1952-53. These factors and the limited numoer of bridge works under execution enabled me to hold the additional charge of the then Second Circle though with great difficulty and inconvenience though the work connected with the Circle took up the greater part of my time during that period it cannot be said that the circle affairs were managed to the best of my satisfaction. I not devote as much attention to village roads as a Superintending Engineer was expected to do. It may also be stated here that after my experience of 1 year being in direct charge of the circle I was on the point of making representations to Government to vest myself of the circle charge, when the question of the separation of Andhra State came up for consideration and I had necessarily to put off making any such representation till the partition was settled. At the time of partition only two circles were asked for as it was considered inexpedient to ask for increased staff at that stage. It was also thought that there would be proportionate reduction in the work load of the Residuary State after the partition.

13. Now the position is entirely different. The State has been partitioned, the works have not been reduced. On the other hand, works have increased out of proportion and there is heavy congestion at all levels. The Superintending Engineers have not been able to do justice due to too large a volume of work and a vast fieldly jurisdiction. There is the huge scheme of development of East Coast road in which works to the extent of 179 lakhs have to be completed before the next financial year. There is also the additional development works of 20 schemes costing Rs.100 lakhs recently sanctioned by the Government of India and which are to be tackled expeditiously. In addition to the above, there are works under National Highways Programme (Second supplemental) costing Rs.91 lakhs and CRF works costing Rs.66 lakhs ~~costing Rs.66 lakhs~~ which are pending sanction by the Government of India.

14. There are at present 24 major bridge works cost s.2,98,53,500 coming under the above schemes. They are either under execution or are likely to be taken up during the course this year. All these works require frequent inspection by Sup intending Engineer and Chief Engineer during the course of the investigation and execution. All these 24 schemes are major bridges of complicated nature with difficult foundations. Ten these are also big schemes in themselves each costing more tha Rs.1?/- lakhs.

15. It is not therefore possible for a Chief Engine to look after the day to day work of the department and attend his huge programme of development works and at the same time hold additional charge of a circle. The third Circle will ev therefore to be separate under a separate Superintending Engin having jurisdiction of the districts detailed in my letter re above.

16. The additional circle is asked for to make the circle jurisdictions which have become unwieldy after the reorga tion of the Andhra State, compact and to facilitate effective frequent inspections of the works in progress to ensure econo and efficiency. The Superintending Engineers also will be able devote sufficient attention to the improvement of the communications.

17. In the circumstances explained above, the appoi nt of a separate Superintending Engineer with the creation separate circle as asked for in my letter read above is invit cannot be put off.

18. By placing the Circle in direct charge of the Chief Engineer, the pay of Superintending Engineer and two peons and will be the saving that can be expected. Taking the average pay and D.A. of a Superintending Engineer and two peons the cost p annum works out to Rs.13192/- only as below.

	Rs.
Average pay and D.A. of a Superintending Engineer per mensum 1116 plus 3 .	1134
Average pay of two peons 82 plus 19--41 x 2	82
	1266
Per annum 1266 x 12	15192

This is very trifling when compared with the expenditure on execution of works.

19. I may point out in this connection that the perc tage of the cost of establishment to the outlay on works in t department has gone down from 10.3 to 4.46% from the year 195 to the year 1952-53 and even when the additional circle is sanctioned the percentage of expenditure will not be appreciably altered. It will still be well below 6%.

20. The staff already asked for, for a circle office with a separate Superintending Engineer may therefore be sanctioned. In this connection I have to mention that the Junior Engineers proposed for the office are quite essential for scrutinising detailed plans and estimates of the large number of new works to be dealt with in the circle office as less qualified

is might not be able to cope up with the work.

Yours sincerely,

19/8/80

(K.K.RAMIAH)
CHIEF ENGINEER (HIGHWAYS)

Sri K.S.Ram, I.A.S.,
Deputy Secretary to Government,
Public Works Department,
Fort. St.George,
MADRAS-9.

STATEMENT I.

STATEMENT SHOWING THE NAMES OF DIVISIONS ATTACHED TO TIRUCHIRAPALLI CIRCLE AT VARIOUS STAGES.

(1) Names of Division.	(2)	(3)
As on 1-4-1946. (Organisation)	As on 1-2-1947. (Re-organisation)	As now existing. (after separation)
1.Tiruchirapalli North.	1.Tiruchirapalli.	1.Tiruchirapalli.
2.Tiruchirapalli South.	2.Tanjore East.	2.Tanjore East.
3.Madurai North.	3.Tanjore West.	3.Tanjore West.
4.Madurai South.	4.Madurai.	4.Madurai.
5.Sivaganga.	5.Ramanathapuram.	5.Ramanathapuram.
6.Tirunelveli.	6.Tirunelveli.	6.Tirunelveli.
		7.South Arcot.
		8.Coleroon Dn.
		9.Chingleput.
		10.T & M Division,Mad
		11.Designs Division,M
		12.South Arcot(Specia
	COIMBATORE CIRCLE.	
1.Mangalore.	1.Coimbatore North.	1.Krishnagiri.
2.Calicut.	2.Coimbatore South.	2.Salem.
3.Manjeri.	3.Nilgiris.	3.Coimbatore.
4.Ootacamund.	4.Malabar North.	4.Erode.
5.Coimbatore.	5.Malabar South.	5.Kozhikode.
6.Palghat.	6.South Kanara.	6.Palghat.
		7.S.Kanara.
		8.Nilgiris.
		9.N.Arcot.
		10.Spl.Dn.Kozhikode.
		11.Spl.Dn.Mangalore.
		12.Spl.Dn.Mangalore (to be forme

for Chief Engineer (Highways)

Major bridge works in progress in 1951-52.

S.No.	Name of District.	Name of works.	Cost. Rs.	Remarks.
1.	Chingleput	(1) Palar Bridge on National Highway No.45	19,00,000	Work in progress.
2.	Nellore	(2) Bridge at Mile 55/5-6 of Nellore Bombay Road.	3,15,000	Tenders called for
		(3) Pennar Bridge on National Highway No.5	23,00,000	Under execution completed in June 1953.
3.	Tiruchirapalli	(4) Pugalur bridge on National Highway No.7	26,00,000	Bridge completed.
4.	Malabar	(5) Bharathapuzha bridge	18,50,000	Work in Progress.
5.	South Kanara	(6) Bridge over Gurpur River near Kulur at mile 4/7-8 of Mangalore Baindoor Road.	5,90,000	-do-
		(7) Constructing a bridge over Payyaswamy river at Tekkil.	10,10,000	
		Total Rs. ...	1,05,65,000	

19.5.54

for Chief Engineer (Highways)

WORKS IN 54-55.(ONLY MAJOR WORKS COSTING THREE LAKHS AND AB CONSIDERED).

S.No.	Name of District.	Work.	Cost.
1.	Chinglepet.	1.Palar bridge on N.H.45.	25,00,000
		2.bridge across Palar in mile 13/1 of Nelvoy Thirukalukundram road.	4,25,000
2.	South Arcot.	3.Constructing a causeway across Pennar near Melpattampakkam.	5,00,000
		4.bridge across Pennar on N.H.45 near Villupuram.	33,50,000
		5.bridge across Pennar on Cuddalore Chittoor road at Tirukoilur.	25,00,000
3.	North Arcot.	6.bridge over Palar at Ranipet on N.H.46.	23,00,000
4.	Tanjore.	7.Coleroon bridge at Anaikaranachatram.	28,50,000
5.	Trichy.	8.bridge across Cauvery at Trichy on N.H.45.	32,00,000
6.	Madurai.	9.Vaigai bridge and diversion.	17,00,000
7.	Ramnad.	10.Vaipar bridge.	19,75,000
8		11.Thulukapatti bridge across Arjuna River.	4,20,000
8.	Tinnevelly.	12.Mukkani bridge across Thampraparani.	5,00,000
9.	Malabar.	13.Bridge across Kuppam river.	7,70,000
		14.Bridge across Peerampuzha at Payyanur at mile 75/3 of Cape Comorin Bombay road.	5,70,000
		15.bridge at mile 10/2 of of Mannamtoddy Panamaram Road.	4,50,000
		16.Kaduveli bridge.	3,45,000
10-	South Kanara.	17.Bridge at mile 5/5 of Mudabidri Buntwal Road.	4,20,000
		18.Bridge at Puttigee at mile 13/2 of Hebri Malpe Road.	4,00,000
		19.Bridge at 50/2 of Nileswara Kanhanahad Cheruvathur Road.	9,30,000
		20.52/8 of Kalladka Kannhan-	

South Kanara	Reconstruction of culverts on Kalladka Kannangad Road.	3,42,000
	22. Bridge at Pavenje. 11,00,000 23. Bridge at Malki. 11,70,000 24. Bridge at Udayavar. 15,60,000	38,30,000
	Total.	2,98,53,500

for Chief Engineer (Highways)

P. W. Deptt. (R.)

NOTE FOR CIRCULATION.

ub: Establishment - Highways Department - Tempor
Formation of special Circle for urgent works
West Coast Districts, ~~Sanctioned~~

The Chief Engineer (Highways) has submitt
roposals for the formation of a Special Circle wi
he following staff in connection with the executi
f bridge and road works costing Rs.207 lakhs in t
wo Districts of Malabar and South Kanara:-

One Superintending Engineer.
One Personal Assistant to the S.E. (in the grade of an Assst. Engineer).
One Manager.
Two Upper Division Clerks.
Two Lower Division Clerks.
Two Typists.
Seven peons.
Four Junior Engineers.
Two L.C.Es. (Supervisors).
Two Tracers.
Two Blue Print Operators.

The Chief Engineer (Highways) has stated that the schemes in the two districts have to be investigat and executed before the end of 1955-56. Three Spe Divisions one in Malabar and two in South Kanara] been sanctioned for investigation of the schemes the two Districts of Malabar and South Kanara. H has pointed out that most of the schemes are brid works which need careful and protracted investiga and effective control during execution and that t bridge schemes almost invariably present unantici problems in foundations like obstructions, uneven sinking, high spring flow, sloping rock surface, which have to be faced and decided on merits by a petent authority with the least delay, The Divis formed already and which would be formed later wo need the assistance of one Central authority to d the innumerable field details like siting of brid alignment of road in a ghat area, alternative des for the various structures to be estimated for, et Further during execution, a large number of supp mental items that are inevitable in bridge works

to be approved by the Superintending Engineer with necessary rates therefore, under lump sum contract terms. Unless these items are passed by the S.E. promptly, execution of the works will be held up, The CE(H) therefore considers that instead of giving vastly enhanced powers to the Special Divisional Engineers (Highways), which is not desirable, the only way to achieve the best control and maximum outturn is the formation of a special circle for the two districts.

2. Consequent on the formation of the proposed new circle, the C.E.(H) has also proposed the rearrangement of the circles as follows:-

EXISTING JURISDICTION.

Superintending Engineer, Tiruchirapalli.	Supdtdg. Engr., Coimbatore.
Tiruchirapalli District (1 Division).	Coimbatore Dist. (2 Divisions
Tanjore District (2 Divisions).	The Nilgiris Dist. (1 Divisio
Madurai District (1 Division).	Malabar Dist. (3 Divisions).
Ramanathapuram District (1 Division).	S.Kanara Dist. (3 Divisions).
Tirunelveli District (1 Division).	Salem Dist. (2 Divisio
Chingleput District (1 Division).	N.Arcot Dist. (1 Divis
South Arcot District (2 Divisions).	
Madras--Transport and Machinery and Designs Divisions. (2 Divisions).	

PROPOSED JURISIDCTION.

New Circle at Cannanore:

Malabar District (3 Divisions).
South Kanara Dist. (3 Divisions).

Superintending Engineer, Tiruchirapalli.

Tiruchirapalli Dist. (1 Division).
Madurai District. (1 Division).
Ramanathapuram Dist. (1 Division).
Tirunelveli District (1 Division).
Coimbatore Dist. (2 Divisions).
The Nilgiris Dist. (1 Division).

Madras Circle.

Salem Dist. (2 Divisions).
N.Arcot Dist.(1 Division).
Chingleput Dist. (1 Division
S.Arcot Dist. (2 Divisions).
Tanjore Dist. (2 Divisions).
Madras Dist. (2 Divisions).

3. Prior to partition of the Andhra State, there were 6 divisions attached to each of Tiruchirapalli and Coimbatore Circles and the C.E. himself was in charge of a separate circle. After separation, there are 11 Divisions attached to the Tiruchirapalli ~~District~~ circle, and 12 Divisions attached to Coimbatore Circle. The number

consequently the mileage of roads have also doubled. T
existing number of divisions in each circle is conside
ed to be too much for a Superintending Engineer to
manage and exercise effective supervision especially a
the mileage of roads in each circle has nearly doubled
now. Besides the normal work of the Highways Department, i
has got the additional commitment of completing the We
Coast Road at an estimated cost of Rs.167 lakhs and
other improvements on National Highways Scheme at an
estimated cost of Rs.91.20 lakhs during the five year
lan period. The completion of a number of inter-Stat
oads at a cost of Rs 138 lakhs is another responsibil
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hether the C.E. himself can hold additional charge of
he two districts of Malabar and South Kanara was take
p and the P.W. Secretariat consider that it would be
ather awkward for the C.E. to be in charge of circle
lso, particularly in the matter of administration, in
egard to appeals, higher supervision, etc. In view c
he large volume of work costing about Rs. 207 lakhs
n the West Coast Road, which has to be completed befor
he end of 1955-56 and the utilisation of the grant of
s.138 lakhs sanctioned by the Govt. of India for the
ompletion of the inter-State Roads, before the source

of supply of money dries up, and also of the fact that the State Govt; should not fail to utilise the above grant, as happened in respect of the grants given by the Govt. of India for development schemes prior to 1949, the Public Works Secretariat proposed to sanctio the creation of a new circle with the staff mentioned in paragraph 1 above for a period of one year in the first instance and to review the position again in July 1955. The P.W. Secretariat also proposed to re-arrange the jurisdiction of the circles as indicated in paragrapn 2 above. The extra cost involved works out to about Rs 51,295/- for a period of one year. As the completion of the works referred to above is a matter of immediate urgency, the ~~matter~~ proposal has been treated as extreme urgent with the concurrence of Finance Department. Af obtaining the approval of the Minister (Works), Minist (F & E) and the Chief Minister, orders have been issue in G.O. Ms. No.3247 P.W., dated 14.9.54 sanctioning the creation of the new circle with the staff ~~on a~~ mentioned in para 1 above, on a temporary basis upto 28th February 1955, as suggested by the Finance Department. The C.E.(H) has also been ~~informed that the staff should not be continued after one year within which time the works should be completed~~ asked to bestow his personal attention in regard to the works under reference and to see that they are ~~expedited~~ completed as expeditiously as possible.

4. The above note explaining the case is circulated to the Ministers who have not seen to the Chief Secretary and the Finance Dep

8.9.54

9.54.

13-9-54

~~The~~ at any rate ~~not later than~~ within a year, and that the Sta will not be continued beyon one year.

10 All Ministers except M(W) C.S. Fin Deptt - Do

P.W.Deptt.(R.)

NOTE FOR CIRCULATION

Sub: Establishment - Highways Department - Temporary - Formation of special Circle for urgent works in West Coast Districts.

...

The Chief Engineer (Highways) has submitted proposals for the formation of a Special Circle with the following staff in connection with the execution of bridge and road works costing Rs.207/- lakhs in the two Districts of Malabar and South Kanara:-

One Superintending Engineer.
One Personal Assistant to the S.E.(In the grade of an Asst. Engineer).
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Two Lower Division Clerks.
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Two L.C.Es. (Supervisors).
Two Tracers.
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The Chief Engineer (Highways) has stated that the schemes in the two districts have to be investigated and executed before the end of 1955-56. Three Special Divisions one in Malabar and two in South Kanara Districts have been sanctioned for investigation of the schemes in the two Districts of Malabar and South Kanara. He has pointed out that most of the schemes are bridge works which need careful and protracted investigation and effective control during execution and that the bridge schemes almost invariably present unanticipated problems in foundations like obstructions, uneven sinking high spring flow, sloping rock surface, etc., which have to be faced and decided on merits by a competent authority with the least delay. The Divisions formed already and which would be formed later would need the assistance of one Central authority to decide the innumerable field details like siting of bridge, alignment of road in a ghat area, alternative designs for the various structures to be estimated for etc. Further during execution, a large number of supplemental items that are inevitable in bridge works are to be approved by the Superintending Engineer with necessary rates therefor under lump sum contract terms. Unless these items are passed

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by the Superintending Engineer promptly, execution of the works would be held up. The Chief Engineer (Highways) therefore considers that instead of giving vastly enhanced powers to the Special Divisional Engineers (Highways), which is not desirable, the only way to achieve the best control and maximum outturn is the formation of a special circle for the two districts.

2. Consequent on the formation of the proposed new circle, Chief Engineer (Highways) has also proposed the rearrangement of the circles as follows:-

EXISTING JURISDICTION.

Superintending Engineer, Tiruchirapalli.	Superintending Engineer, Coimbatore.
Tiruchirapalli District (1 Division). Tanjore District (2 Divisions). Madurai District (1 Division). Ramanathapuram District (1 Division). Tirunelveli District (1 Division). Chingleput District (1 Division). South Arcot District (2 Divisions). Madras--Transport and Machinery and Designs Divisions. (2 Divisions).	Coimbatore District (2/ (2 Divisions) The Nilgiris District. (1 Division) Malabar District (3 Divisions) South Kanara District (3 Divisions) Salem District (2 Divisi North Arcot District (1 Division).

PROPOSED JURISDICTION.

New Circle at Cannanore:
Malabar District (3 Divisions).
South Kanara District (3 Divisions).

Superintending Engineer, Tiruchirapalli.
Tiruchirapalli District (1 Division)
Madurai District. (1 Division)
Ramanathapuram District (1 Division)
Tirunelveli District (1 Division)
Coimbatore District (2 Divisions).
The Nilgiris District (1 Division).

Madras Circle.
Salem District (2 Divisi
North Arcot District (1 Division).
Chingleput District (1 Division)
South Arcot District (2 Divisions)
Tanjore District (2 Divisions)
Madras District (2 Divisions).

3. Prior to partition of the Andhra State, there were six divisions attached to each of Tiruchirapalli and Coimbatore Circle and the Chief Engineer himself was in charge of a separate circle After separation, there are 11 Divisions attached to the Tiruchir. Circle and 12 Divisions attached to Coimbatore Circle. The number of Divisions in the two circles have doubled now and consequently the mileage of roads have also doubled. The existing number of divisions in each circle is considered to be too much for a

PTO

uperintending Engineer to manage and exercise effective supe
specially as the mileage of roads in each circle has nearly
ow. Besides the normal work of the Highways Department, it
ot the additional commitment of completing the West Coast Ro
t an estimated cost of Rs.167 lakhs and other improvements o
ational Highways Scheme at an estimated cost of Rs.91.20 lak
uring the five year plan period. The completion of a number
nter-State Roads at a cost of Rs.138 lakhs is another respons
aken over by the State~~ment~~ Government. These items of work
completed in time requires constant attention and supervisi
here are at present 24 major bridge works costing Rs.2,98,53,
oming under the above schemes. They are either under executi
are likely to be taken up during the course of this year.
ese works require frequent personal attention of the Superin
nding Engineer and the Chief Engineer during the course of t
vestigation and execution. All these 24 schemes are major
idges of complicated nature with difficult foundations, ten
em being big schemes each costing more than Rs.10 lakhs. In
is connection, the question whether the Chief Engineer hims
n hold additional charge of the two districts of Malabar and
uth Kanara was taken up, and the Public Works Secretariat
nsider that it would be rather awkward for the Chief Enginee
be in charge of circle also, particularly in the matter of
ministration in regard to appeals, higher supervision, etc.
view of the large volume of work costing about Rs.207 lakhs
the West Coast Roads which has to be completed before the e
1955-56 and the utilisation of the grant of Rs.138 lakhs sa
the Government of India for the completion of the inter-Sta
ads before the source of supply of money dries up, and also
et that the State Government should not fail to utilise the
ove grant, as happend in respect of the grants given by the
vernment of India for development schemes prior to 1949, the
blic Works Secretariat proposed to sanction the creation of a
circle with the staff mentioned in pagraph 1 above, for a p

of one year in the first instance and to review the position aga in July 1955. The Public Works Secretariat also proposed to rearrange the jurisdiction of the circles as indicated in paragraph 2 above. The extra cost involved works out to about Rs.51,295/- for a period of one year. As the completion of the works referred to above is a matter of immediate urgency, the proposal has been treated as extremely urgent with the concurren of Finance Department. After obtaining the approval of the Minis (Works), Minister (Finance and Education) and the Chief Minister orders have been issued in G.O.Ms.No.3247 Public Works dated 14-9-54 sanctioning the creation of the new circle with the staff mentioned in para 1 above on a temporary basis upto 28th February 1955, as suggested by the Finance Department. The Chief Engineer (Highways) has also been asked to bestow his personal attention in regard to the works under reference and to see that they are completed as expeditiously as possible at any rate with a year, and that the staff will not be continued beyond one year

4. The above note explaining the case is circulated to the Ministers who have not seen the case and to the Chief Secretary and the Finance Department.

T.V.NATESA MUDALIAR,
Additional Deputy Secretary to Governmer
14 -9--5

P. W. D. (R).

Abstract

Establishment - Highways Department - Temporary - Malabar and South Kanara Districts - ~~Construction~~ of bridges and roads - Formation of Special Circle — ~~Approved and staff~~ Sanctioned.

Read:-From the C.E.(H), No.D.C.letter 25872 A1/54-3, d/19-8-54.

G. O. MS. NO. 3247 D/ 14.9.54

The Govt.approve the proposal of the C.E.(CH.) for the formation of a specia circle to attend to the bridge and roa works in ~~the~~ Malabar and South Kanara District, for which the Govt. of India ~~have agreed to give~~ financial assistan ~~have made a grant~~, and sanction the em- ployment till the 28th February 1955 o the following staff for the purpose:-

One Superintending Engineer.
One Personal Asst. to the S.E. (in ~~the~~ grade of an Asst. Engineer).
One Manager.
Two Upper Divn. Clerks.
Two Lower Division Clerks.
Two Typists.
Seven peons.
Four Junior Engineers.
Two L.C.Es. (Supervisors).
Two Tracers.
Two Blue Print Operators.

2. The expenditure will be debit ble to the relevant sub-heads under "50 Civil Works - ~~Etc.~~ Establishments. - Highways Department - C. Exe. Estt."

3. Consequent on the formation o the New Circle sanctioned in paragraph 1 above, the jurisdiction of the three circles in the Highways Department wil be as follows:-

New Circle at Cannanore.

Malabar District. (3 Divisions).
South Kanara Dist. (3 Divisions).

Tiruchirapalli Circle.	Madras Circle (old Coimbatore Circle)
Tiruchirapalli District. (one Divn.)	Salem Dist. (Two divisions).
Madurai District (one Divn.)	N.Arcot Dist. (One Division).
Ramanatnapuram District.(one Divn.)	Chingleput District.(One Divn.)
Tirunelveli District. (One Divn.).	S.Arcot District. (Two Divns.)
Coimbatore District. (Two Divisions).	Tanjore District. (Two Divns.)
The Nilgiris District. (One Division).	Madras District. (Two Divns.).

4. The C.E.(H) is requested to bestow his personal attention in ~~the matter of~~ regard to these works and to see that they are ~~definitely~~ completed as expeditiously as possible, at any rate not later than one year from the date of ~~sanction of the staff referred to in paragraph 1 above.~~ issue of this order, as the staff sanctioned in para. 1 above will not be continued beyond one year.

3.9.54

To the C.E.(H).
To the A.G., Madras, thro Fin. Deptt.
Duplicate copy to A.[illegible] Madras. (by name)
Copy to L Section, P.W.D.
Copy to D section, P.W.D.

3 S/Cs.

HIGHWAYS DEPARTMENT.

73728

From
Thiru K.K.Nambiar,B.E.,M.I.E.(Ind.)
Inst.H.E.(Eng) M.I.Mun.E.(Eng)
An.Soc.C.E.,
Chief Engineer(Highways),
Chepauk, Madras-5.

To
The Secretary to Government,
Public Works Department,
Madras.9

Letter No. 25072 A1-54-4 dated 16-9-54.

- - -

Sir,

Sub: Establishment - Highways Department - Temporary - Malabar and South Kanara Districts - constructing bridges and roads - formation of special circle - Sanctioned-

Ref: G.O,Ms. No.3247 PW dated 14.9.54.

. . .

In para 3 of the G.O. cited, under Madras circle, the number of Divisions in South Arcot and Tanjore Districts is indicated as two (in each District). There is now only one Division in south Arcot, and three Divisions in Tanjore (viz: Tanjore, Nagapatnam and Coleroon Bridge Special Division, Sirkali) I request that necessary ammendment may be issued showing one Division in South Arcot District and three Divisions in Tanjore District.

T.P. Nambiar 16.9.54.
For Chief Engineer(Highways

16.9.

P. W. D. (R.I.)

Memo. No. 73728 R/54- 1 D/ 1·XII·54

Sub:. Establishment - Highways Department - Temporary - Malabar and South Kanara Districts - Constructing bridges and roads - Formation of a special circle and rearrangement of jurisdiction of circles.

Read:- G.O.Ms. No. 3247 P.W., d/14-9-54
From the C.E.(H), No.25072 A1/54 4, dated 16-9-54.

The following amendment is issu to G.O.Ms. No.3247 P.W., dated 14-9-54:

Amendment.

In paragraph 3 of the G.O. under the heading "Madras Circle (Old Coimbatore Circle)" for the entries "~~Tanjore~~ South Arcot District (Two Divisions)" and "Tanjore District (Two Divisions)", substitute "South Arcot District (one Division)" and Tanjore District (three Divisions)" respectively.

the C.E.(H). ✓
the A.G., Madras, thro' Fin. Deptt. ✓
~~Please copy to A.G., Madras (by name).~~
3 S/Cs

27.9.54
27·9·54.

27·9·54

GOVERNMENT SECRETARY TO GOVERNMENT
30 SEP 1954
PUBLIC WORKS DEPARTMENT

Note:-

Please see the reference from the C.E.(H) at p.1 c.f. The draft above is submitted for approval.

Finance may see before issue.

27·9·54

Fin.

JOINT SECRETARY TO GOVERNMENT
28 SEP 1954
FINANCE DEPARTMENT

27.9.54
27·9·54.

N.Dis. 76818
N.Dis. 73728 R/54-1
28-9-54

Fin(XII)

May be perused and returned to P.W.D.

29.9.54

29/9

P.W.

The draft memo at p. 1 ante, penned by F in Dept may be issued. After issue the papers may be added to the G.O.A. (1).

HIGHWAYS DEPARTMENT.

From
Sri K.K.Nambiar, B.E., M.I.E.(Ind.)
F.Inst.H.E.(Eng.)M.I.Mun.E.(Eng.)
M.Am.Soc.C.E.,
Chief Engineer (Highways)
Chepauk, Madras--5.

To
The Secretary to Government
Public Works Department,
Madras.

Letter No.46932-F2/54-1dated 6.12.54.

GOVERNMENT
#5420
1954
PUBLIC WORKS DEPARTMENT

Sir,

Sub:-Establishment - Highways Department - Temporary- Malabar and South Kanara Districts - Formation o Special Circle - Sanctioned - Regarding.

Ref:-G.O.Ms.No.3247 P.W.D. dated 14.9.54.

....

In the G.O.No. cited, there is sanction for the employment of two blue print operators for the west Coast Cir at Cannanore. The Superintending Engineer (Highways) Canna has requested for instructions whether he can employ 1st Grad blue print operators against the sanction. There is no speci mention of grades in the G.O. However, I am permitting the Superintending Engineer (Highways) Cannanore to make appointm to 1st Grade blue print operators if necessary. I request that my action may please be approved.

for CHIEF ENGINEER (HIGHWAYS)

3rd P.W.(R

Memo. No. 9.1-420 R/54-1 dt 17.12.54

Sub: Estt: H.W. Deptt - Temps. - Malabo
for S.K. Dts - Sptl. Cricket Commands -
Blue print Opr. operators.

Ref: From the C.E.(H) No. 46922 F2/r
dt 6.12.54

The C.E.(H) is requested to state specifically whether ~~he requests~~ ~~sanction of the Govt. for the employment of~~ ~~II nd Grade Blue~~ II nd grade Blue-print ~~operators in the office of the S.E. CH)~~

Blue print operators, IInd Gr are required for the work for which the operators were sanctioned.

17.12.54

CENTRAL DESPATCH BRANCH
No.
Despatched by Post/Messenger.
17.12.54.
Despatcher's Initials

p. 10/ please see the reference from the C.E.(H) dt. p/c. calls is submitted for approval.

"T.T.A.L.S DEPARTMENT

From

To

1 A.K.A. (I.P.), M.A., A.I.S. (Ind),
Asst. [illegible] (Engg) M.I.Mun.E. (Engr),
M.Soc.C.E.,
[illegible] (Mjr.Engrs),
Mdu, M.Rlas-S.

The Secretary to Govt.,
Public Works Department,
Fort St.George,
MADRAS--9.

Letter No.46422-P1/54-3 dated 6.1.55.

Sub: BUILDINGS - Highways Department - temporary Taluk and Sub-Divisional Offices in Kannur districts - special circle at Cannanore - blue print of return.

Ref: Govt. Memo No.9842-A/54-1 dated 17.12.1954.

Blue Print of return in 1st proof are required for the Circle Superintendent and sanctioned.

C.P. Nanakachar 31.1.55

for CHIEF ENGINEER (TIMBER)

31/1

Memo No. 9542O R/54-3 dt 16.2.55

Sub: Estt. H.W. Deptt. - Temporary - ~~Motor~~ Special wiches at Cannanore - Blue pr Operators - appointment -

Ref: G.O. Ms. No. 3247 P.W. dt 14.9.54.

From the C.E(H) No. 469 22 F2/54. dt 29.1.55

The C.E's proposal for the emp ~~to the post~~ first Grade, on the of three Blue print operators, ~~in the scale~~ of pay of Rs 25-1-40 against the ~~the~~ posts of Blue print operators sanctioned vi G. ~~S.E. (H) Cannanore will be in the scale~~ No. 3247 P.W. dt 16.9.54 in the office of the S.E. ~~on the scale of Rs. 25-1-40~~ Cannanore, is approved.

2. The admn of the C.E(H) in how permitted the S.E. (H) Cannanore to appoin First Grade Blue print operators in anticipat of approval of the Govt. is ratified.

5.2.55 xxx 5.2.55

8.2.55

Note:

please see the reference from the C.E(H) at p. and S.C.F. The charge admn is submitted as for approval.

Fin may see for acceptance.

5.2.55 xxx 5.2.55.

8.2.55.

Fin

9542O R/54-2
9.2.55.

DEPUTY SECRETARY TO GOVERNMENT
9685
9-FEB 1955

CENTRAL [illegible]

Despatched by [illegible]

16/2 1955. Initials.

C.E(H)

G. Madras thro Fin Deptt

attd copy to A.G. Madras (by name)

(1)

Finance (E II)

The draft memo may be accepted.

10.2.55

P.W.D. (K

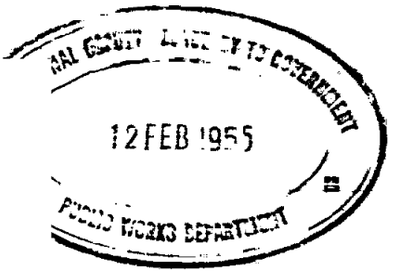
The draft reply may be sent. After issue memo be added to Govt ab (D).

12.2.55.

0.9685/E II-1

12.2.55.

11373



Sub: Establishment - Highways Deparrment - Formation of a special circle for urgent works in West Coast Districts.

Ref: From the Chief Engineer (Highways) No.25072-A1/54-1 dated 17-6-1954.

.....

Please see the reference from the C.E. (H) at pp.1-3 c.f. He has submitted proposals for the formation of a special circle with the following staff in connection with the execution of bridge and road works costing Rs 207 lakhs in the two Districts of Malabar and South Kanara.

One Superintending Engineer

One P.A. to the S.E. (A.E.)
One Manager
Two U.D.Cs.
Two L.D.Cs.
Two typists.
Seven peons.

Four Junior Engineers
Two L.C.Es.
Two Tracers.
Two Blue print operators.

The C.E. (H) has stated that the schemes in the two Districts have to be investigated and executed before the end of 1955-56. Two Separate Special Divisions have been sanctioned, one for each of the Malabar and South Kanara Districts for the investigation of works costing Rs 180 lakhs. These works are eligible for 50% grant from the Government of India. The C.E. submitted proposals separately for the formation of one investigation Division and Two Executive Divisions for the investigation and execution of schemes costing Rs 138 lakhs financed full by the Government of India. ~~Cost~~ Cost of 138 lakhs, works costing Rs 65 lakhs lie in the Malabar and South Kanara Districts. ~~Only~~ One Division and other sub-divisions ~~for~~ to attend to the work connected with the investigation of the schemes also have been sanctioned and C.E.(H) has been asked to submit necessary proposals for the additional staff required for execution of the works after the works are technically approved and financially

sanctioned by the Government of India, since the G of I had stated that their prior approval should be obtained before taking up in paragraphs 3-6 at pp.1-3 c.f., the C.E.(H) has explained the necessity for the formation of ~~an~~ a special circle for the investigation and execution of works in the two Districts. He has reported that the proposed new circle will be located at Cannanore and will have jurisdiction over the two Districts of Malabar and South Kanara including the three regular Divisions of Palghat, Kozhikode, and Mangalore. At present, the Special S.E. will have three regular Divisions and three Special Divisions, has already sanctioned in G.O.Ms.No.1251, P.W. dated 8-4-1954. The three Special Divisions referred to at 'A' above are for the investigation of works for the improvement of ~~this~~ the West Coast Road and ~~one Special Division now proposed to be sanctioned~~ for the investigation of works in S. K. District under Rs 138 lakhs scheme approved by the Government of India. These three Divisions have been sanctioned for a period of ~~two~~ seven years only.

2. Consequent on the formation of the proposed new circle, the C.E.(H) has also proposed the rearrangement of the circles as follows:-

Existing jurisdiction.

S.E. Tiruchirapalli.	S.E. Coimbatore.
Tiruchirapalli Dt.	Coimbatore Dt.
Tanjore Dt.	The Nilgiris Dt.
Madurai Dt.	Malabar Dt.
Ramanathapuram Dt.	S.Kanara Dt.
Tirunelveli Dt.	Salem Dt.
Chingleput Dt.	North Arcot
South Arcot.	
Madras (T. & M. and Designs Divs.)	

11 Divisions

Proposed jurisdiction.

New Cricle at Cannanore.

Malabar Dt.
S.Kanara Dt. } 3 Divisions

Two Special Divisions already sanctioned in G.O.Ms.No.1251 P.W. dated 8-4-54.

One Special Division sanctioned in G.O.Ms.No. 2530 P.W. dated 20-7-54.

(In all 6 Divisions)

S.E. Tiruchirapalli.		Madras Circle.
Tiruchirapalli Dt. - 1		Salem Dt. - 2
Madurai Dt. - 1		North Arcot Dt. - 1
Ramanathapuram Dt. - 1	7 Divisions	Chingleput Dt. -
Tirunelveli Dt. - 1		South Arcot Dt. - 2
Coimbatore Dt. - 2		Tanjore Dt. -
The Nilgiris Dt. - 1		Madras Dt. - 1 (T. & M. and Depot Divn.)

3. The following remarks seem called for:

(i) Prior to the formation of Andhra State, t C.E.(H) was himself in charge of the Madras Circ which included Bellary, Anantapur, Cuddappah, Kurnool, Nellore, Chingleput, N. Arcot and Chitt Districts and also the Transport and Machinery Division. After partition, the C.E.(H) is not in direct charge of any of the Districts.

(ii) The two existing circles have got jurisdi over not less than 6 Districts (Tiruchirapalli o and Coimbatore over 6). By the proposed re-ar ment, there will be three circles, one Madras wi Districts, Tiruchirapalli with 6 Districts and Special Circle with headquarters at Cannanore an with 2 Districts and 3 Special Divisions, the two Districts comprising of the three regular divisi now under the Coimbatore Circle. The result of distribution is reduced jurisdiction of the circ charges.

(iii) With reference to 'X' on p.3 c.f., the question whether any additional staff should be allowed to the circle offices, consequent on the attachment of the Chingleput and N.Arcot District the two circles respectively was specifically con sidered and the C.E. was informed that no additio staff would be sanctioned in view of the orders i G.O.No.3927 P.W. dated 29-9-53 fixing the technic

ministerial staff for the 2 circle offices. Th
statement at 'X' on p.3 c.f. cannot, it seems, b
taken as a valid reason in support of the prop

(iv) The tagging of the regular divisions
to the proposed circle ~~xxxx~~ does not seem to
put a clear case for the Special Circle.

(v) While sanctioning staff ~~for~~ under the ~~view~~ new s
up for the H.W. Department, Finance Secretary a
~~sanctioned~~ that the C.E. (H) will ~~have~~ only be hal
that it was before and that some of the mis-
cellaneous items of work in P.W.D. might have t
be transferred to him in due course. The
following is the extract from the connected fi

xx xx

The C.E. (H) was in charge of one circle
in addition to his duties in the Composite Sta
That circle has now gone to Andhra. On the
whole, his work will only be about half what i
was before. Some of the miscellaneous items
of work in P.W.D. may have to be transferred to
him in due course.

T.A.V., 26/9/53

M (W) N. Ranga Reddi, 26/9/53

M (FIN) C. Subramaniam, 28/9/53

C.M. C. Rajagopalachari, 28/9/53

In view of the remarks extracted above, it seems secur
that the C.E. (H) may be asked to be in direct
charge of the three Special Divisions and sub-
divisions sanctioned in Malabar and S. Kanara
Districts.

After orders are passed the file may be
sent to Fin for remarks.

at pp. 1-3 CF., the need for a 3rd Highways circle may be accepted. But it may be temporary for six months, like the 3 temporary Divisions in West coast.

Staff for new circle office. The CE (H) has not stated on what basis he requires the staff referred to at ¶ p. 3 CF. There will be need for 1 S.E., 1 P.A (A.E.) and 1 manager. As regards other staff (¶ p. 3 CF), the CE may be asked to transfer some temply staff from the existing 2 circle offices, where work will get reduced on account of the proposed formation of a 3rd circle and reduction of jurisdiction. He may be asked to propose the remaining staff required on the basis of staff prescribed generally for circle offices, with detailed justification for each item of staff.

Rearrangement of circles. The proposed new circle is for effective supervision and expeditious execution of works only in the 2 West coast districts. The transfer of Coimbatore circle as to Madras

its re-naming as Madras C

as proposed by the CE(H), are therefore unnecessary, at any rate for the present. Not only buildings the office but also quarters for the staff will have to be found at Madras, which will all be very difficult now, apart from income and avoidable extra cost. The jurisdiction proposed for the 2 existing and 1 proposed new circles is — (as seen on p. 3 ante) satisfactory.

If the new circle is to be form the jurisdiction may be as follo

(i) New circle, Cannanore — 3 regn
pls
3 special
6

(ii) Coimbatore circle, Coimbatore — 9 Div
Coimbatore Dt (2), Nilgiris Dt (1),
Salem Dt - (2), N. Arcot Dt. (1)
Chingleput Dt (1), Madras Dt. (2)

(iii) Trichi circle, Trichirapalli — 6 Div
Trichi Dt. (1), Tirunelveli Dt. (1)
Madurai Dt (1), Ramanathapuram Dt,
Tanjore Dt (2/3), S. Arcot Dt (2).

Finance and Public

depts. may see for remarks. They may be requested to treat this case as urgent.

N
6-8-54

~~D.S.~~ / ~~S.Sec~~.

I'll speak to the author. I am not sure that the case made out is strong enough. I shall direct his case to be submitted from Temple. In the meanwhile Secretary may see for remarks if any

[signature]
7/8/54

The case is weak, ~~but if he wants~~ let C-2 interview you. Discuss with him whether he cannot have some powers directly under him and by re-arrangement together the Commissioner could make his S-E officer could devote undivided attention to his West-Coast Road.

[signature] 7/8/54

Please put up on 12th

[signature]
7/8/54

I have discussed this with the [illegible] for some reasons as follows

Circle) could also be in charge of certain divisions. He asked DC to give statistics regarding bar cutter justice for a circle and DC has promised Do. Follow up will file as soon as the Doc is received and I shall note further.

With reference to AA on page 3 Ante please file the Go in which DC has directed to be in charge of certain circles directly. He like to see these papers also soon after the

With reference to orders of D.S. at X the D.O. reply since received from the C.E.C pp 7-19 c/f. The G.O. referred to at Y G.O. Ms. No. 3385 P.W. d 13.8.71 and G.O. Ms No. P.W. d 14.8.71 and are submitted at D/f R

I discussed this with C.E.(H) at length and subsequently he has also written a D.O. bringing out the points mentioned by him during the discussions. The D.O. at pages 7-20 c.f. may be seen. There were 6 Circles each in charge of a S.E. and 36 divisions, each in charge of a D.E. on 1-4-46 when the Highways Department was formed. The Department was re-organised on 1-1-1947 reducing the number of circles to 5 and divisions to 30. Subsequently one post of S.E. was abolished and the C.E. (H) was made directly in charge of one circle After the partition of the State there are no only 2 circles in Madras State, one at Tiruchi and the other at Coimbatore. There were only 6 divisions attached to Tiruchi circle on 1-4-46 and also on 1-2-47 after re-organisation. After separation of Andhra there are at present 12 divisions attached to Tiruchi Circle. The same is the case with the Coimbatore Circle also and there are now 12 divisions attached to Coimbatore Circle.

2. The number of divisions in these two circles have doubled now. The mileage of roads in each circle has also doubled now which shows that work has really increased. It can be eonceded that 12 divisions are too much for an S.E. to manage and exercise effective supervision especially as the mileage of roads in each circle has nearly

doubled now. We have also got the addition commitment of completing the West Coast Road at an estimated cost of Rs.167 lakhs and oth improvement works on National Highways Schem at an estimated cost of Rs.91.20 lakhs durin the Five Year Plan period. The completion a number of inter-State roads at a cost of Rs.138 lakhs is another responsibility we ha taken over. These items of works to be completed in time requires constant attentio and supervision. There is no doubt that tw S.Es each in charge of 12 divisions will not be able to exercise effective control and supervision. The only point for considerati is whether the C.E. can himself be in charge of certain divisions directly. At present we have got 24 divisions in the two circles together including all the temporary division sanctioned. The C.E. before partition was in charge of 1 circle directly in addition to his duties as C.E.

9. After partition in the reorganised se up the C.E. ceased to hold additional charge of any circle directly. It was thought at the time of the re-organisation of the Highwa Department that C.E's work will only be about half of what it was before and the question of transferring some of the miscellaneous items of work of P.W.D. to C.E. was also considered. It was with this background when the present proposals for sanctioning an additional S.E. was considered, I thought that the C.E. may be able to be in charge of certain divisions himself and he may be able

:o manage without the formation of an addit:
ircle.

4 After discussion with the C.E. he h
;iven the following reasons to be taken int
:onsideration which will clearly show that
work at the C.E's level has increased so mu
that it will not be possible to revert to t
)ld arrangement of C.E. being directly inch
)f some divisions. C.E's reasons can be
summarised as follows:-

5 The activities of the department ha
)een expanding from time to time. Besides
the normal work of the department which its
ias now become heavy, the following special
items of works have also to be attended to:

1. National Extension Scheme
2. Community Projects
3. Social Service Programme
4. Famine relief works
5. Planning Commission works

I should say here that the Famine relief wo
existed in the composite state also and it
)eriodical. The National Extension Scheme
ind Community Projects and works connected
:hem also were there in the composite State.
But the expenditure on National Extension S
ind Community Projects have increased since
)artition and this would mean increased supe
:ion on the part of C.E.

of second circle and (2) bridge works in progress in the year 1954-55 and also likely to be taken up during the course of this year. It will be seen from the statement that during the year 1951-52 C.E. had only 7 major bridge works costing Rs.1,05,65,000 to inspect, distributed among the various districts of the composite State. Even out of this 7 bridge works during 1951-52, the Pugalur bridge in the Tiruchi District was almost completed and works in other districts were either under investigation or were not taken up. These factors and the limited number of bridge works then under execution enabled the C.E. to hold the additional charge of the then second circle though with great difficulty and inconvenience as pointed out by him. He has admitted that the circle affairs were not managed by him even then to the best of his satisfaction and he could not devote as much attention to village roads as a Superintending Engineer was expected to do.

7) There are at present 24 major bridge works costing Rs.2,98,53,500 coming under the above schemes. They are either under executic or are likely to be taken up during the course of this year. All these works require frequen personal attention of the Superintending Engine and Chief Engineer during the course of their investigation and execution. All these 24 schemes are major bridges of complicated nature

with difficult foundations. Ten of these are also big schemes in themselves each costing more than Rs.10 lakhs.

8. It is not therefore possible for a Chief Engineer to look after the day to day work of the department and attend to this huge programme of development works and at the same time to hold additional charge of a circle.

9. The C.E. has also pointed out that the percentage of the cost of establishment to the outlay on works in the Highways Department has come down from 10.3 to 4.46% from the year 1946-47 to the year 1952-53 and even when the additional circle is sanctioned the percentage of expenditure will not be appreciably altered. It will still be well below 5%. The C.E. has therefore asked for the formation of an additional circle with the following staff:

1. One Superintending Engineer
2. One Personal Assistant to S.E.
3. One Manager
4. Two Upper Division Clerks
5. Two Lower Division Clerks
6. Two Typists
7. Seven Peons
8. Four Junior Engineers
9. Two L.C.Es.
10. Two Tracers
11. Two Blue Print Operators.

The Junior Engineers proposed for the office are quite essential for scrutinising detailed plans and estimates of the large number of major works to be dealt with in the circle office as less qualified hands might not be able to cope up with the work. The other clerical staff proposed will also be necessary to deal

with additional work even if the C.E. is to be in charge of this circle. By placing the circle in direct charge of the Chief Engineer the pay of Superintending Engineer and two peons alone will be the saving that can be expected. The cost of this per annum works out to Rs.15,000/-

The C.E. being placed directly in cha of a Circle will also create a few administra and technical difficulties. The C.E. is sta appellate authority in all disciplinary cases the orders of the S.E. and such cases will ha to be dealt with by someone else.

Though it will be seen that there is con tion in the area of the jurisdiction of the C and some diminution in the day to day adminis tive work, the amount of technical work expec to be turned out by the C.E. has actually inc with 24 major bridge works and commitment of Coast road and the inter-State road schemes. Under these circumstances, it will be a false economy to force the C.E. to be in charge of additional circle which will in effect mean l supervision and control in his capacity as Superintending Engineer as well as C.E.. The fore, the following additional staff may be sanctioned and the creation of a Circle for a period of one year may be approved:--

1. One Superintending Engineer.
2. One Personal Assistant to S.E.
3. One Manager.
4. Two Upper Division Clerks.
5. Two Lower Division Clerks.
6. Two typists.
7. Seven peons.
8. Four Junior Engineers.
   Two L.C.Es.
   Two Tracers.
   Operators.

The

The re-allocation of jurisdiction of the S.E.'s consequent on the addition of a new Circle proposed by C.E. at 'Y' on p.3 c.f. may also be approved.

M.S.Rama 3/9/56

I am afraid that the arguments put forward on the ground of general increase in work and responsibility, a new circle is essential, is not really tenable. The Highways Department leaves out practically all its work on contract, including bridge works and I do not think that our Superintending Engineers really contribute anything on the technical side to the execution of such works. As a matter of fact there have been cases in which Contractors have submitted alternative designs!, and the department has only to choose between alternatives, not necessarily with any firm background of competent technical knowledge.

2. I however agree that it would be rather awkward for the Chief Engineer to be in charge of the Circle also, particularly in the matter of administration, in regard to appeals, higher supervision etc.

The real reason why I would support the case for the creation of a new Circle is the large volume of work on the west coast road which has to be completed before the end of 1955-56 and the utilisation of the grant of Rs.138 lakhs referred to at p.10 ante, before the source of supply of the money dries up. It will be recollected that Madras did not utilise the grants given for development schemes prior to 1949 and one fine morning the Government of India

said they were not going to continue the grants. We should not let that happen in the case of the grant of Rs.138 lakhs.

For these reasons, I would support the cre tion of a Circle for a period of one year in the first instance. We may review the position agair in July 1955.

3. As the completion of works referred to at the ~~bottom~~ top of p.10 ante is a matter of immedi urgency, the short-circuit procedure may be follc and the staff applied for the new Circle and refe to at L at p.13 ante sanctioned at once. I do nc think how Public (Partition) are concerned. Fina should see.

4/9/54

FINANCE.(E

Notes from p. 9 above may be perused.

2. P.W.D. recommend the employment of the ollowing staff for the formation of an additional ircle, in connection with the execution of bridge nd road works costing Rs 207 lakhs in the two istricts of Malabar and South Kanara.

One Superintending Engineer.
One P.A. to the S.E. (AE).
One Manager.
Two U.D. Clerks.
Two L.D. Clerks.
Two Typists.
Seven peons.
Four Junior Engineers.
Two L.C. E's.
Two Tracers.
Two Blue Print Operators.

The extra cost involved works out to about Rs 51,2

P.W.D. Secretary has observed that the need f
the creation of a new Circle is mainly due to the fa
that there is large volume of work on the West coat
road, which has to be completed before the end of 195
for
~~and~~ the utilization of the grant of Rs 138 lakhs
sanctioned by the Government of India. He has also
recommended that as the matter is urgent, the short
circuit procedure may be followed and the staff ~~cance~~
~~d~~ at once, ~~for the new circle proposed to be formed.~~

2. The staff proposed appears to be reasonal
in view of the large number of works proposed to be
executed and may be agreed to. For the present, the staff may be sanctioned on a temporary basis up to 28-2-55, as is now done in other cases.

Ordinarily proposals for employment of staff
are brought forward as a Part II Scheme for the ensu
year, unless there is extreme urgency ~~involved in the~~
and the proposals are such that they cannot afford t
wait ~~for so being considered.~~ ~~As it is proposed~~ to be required
sanctioned ~~at once~~, it, in the very self, the proposal will have to be placed before
S.F.C. and Cabinet for orders.

However, in view of what is stated by the P.W
Secretary at A on pp. 15-16 above, Finance need not
~~perhaps~~ object to the proposal being sanctioned by
adopting the short-circuit procedure.

As soon as orders have been issued, sanctioni
the proposal, a summarising note marked Special
explaining the nature of the proposal and its extreme
urgency and the amount of expenditure involved shoul
be circulated to each member of the S.F.C. who did no
see the case, when orders were obtained on it. Copie
of the summarising note should also be circulated to
all other Ministers who had not seen the case and to
the Chief Secretary and the Finance Department.

6.9.54 7.9.54 PWD

NOTE FOR CIRCULATION.

The Chief Engineer(Highways) has submitt proposals for the formation of a Special Circle with the following staff in connection with the execution of bridge and road works costing Rs 2 lakhs in the two Districts of Malabar and South Kanara: —

One Superintending Engineer.
One Personal Assistant to the S.E.(in th grade of an Assistant Engineer).
One Manager.
Two Upper Division Clerks.
Two Lower Division Clerks.
Two Typists.
Seven Peons.
Four Junior Engineers.
Two L.C.Es. (Supervisors)
Two Tracers.
Two Blue Print Operators.

The Chief Engineer(Highways) has stated that the schemes in the two districts have to be investigat and executed before the end of 1955-56. Three Special Divisions one in Malabar and two in Sou Kanara have been sanctioned for investigation c the schemes in the two Districts of Malabar and South Kanara. He has pointed out that most of the schemes are bridge works which need careful and protracted investigation and effective control during execution and that the bridge schemes almos invariably present ~~and~~ unanticipated problems in foundations like obstructions, uneven sinking, high spring flow, sloping rock surface, etc., which have to be faced and decided on merits by a compet authority with the least delay. The Divisions formed already and which would be formed later would need the assistance of one Central authority to decide the innumerable field details like siting of bridge, alignment of road in a ghat area

alternative designs for the various structures to be estimated for, etc. Further during execution, a large number of supplemental items that are inevitable in bridge works are to be approved by the Superintending Engineer with necessary rates therefor, under lumpsum contract terms. Unless these items are passed by the S.E. promptly, execution of works will be held up. He therefore considers that instead of giving vastly enhanced powers to the Special Divisional Engineers(Highways) which is not desirable, the only way to achieve the best control and maximum outturn is the formation of a special circle for the two districts.

1. Consequent on the formation of the proposed new circle, the C.E.(H) has also proposed the rearrangement of the circles as follows:--

EXISTING JURISDICTION.

Superintending Engineer, Tiruchirapalli.	Suptdtg.Engr., Coimbatore.
Tiruchirapalli District(1 Division). Tanjore District(2 Divisions). Mathurai District(1 Division). Ramanathapuram Dist.(1 Division). Tirunelveli Dist.(1 Division). Chingleput Dist.(1 Division). South Arcot Dist.(2 division). Madras--Transport and Machinery and Designs Divisions(2 Divisions).	Coimbatore Dist.(2 Division The Nilgiri Dist.(1 Divisio Malabar Dist.(3 Divisions). S.Kanara Dist.(3 Divisions) Salem Dist.(2 Divisions). N.Arcot Dist.(1 Division).

PROPOSED JURISDICTION.

New Circle at Cannanore:
Malabar District (3 Divisions).
South Kanara Dist.(3 Divisions).

Superintending Engr.Tiruchirapalli.	Madras Circle.
Tiruchirapalli Dist.(1 Division). Mathurai District.(1 Division). Ramanathapuram Dist.(1 Division). Tirunelveli Dist.(1 Division). Coimbatore Dist.(2 Divisions). The Nilgiri Dist.(1 Division).	Salem Dist.(2 Divisions). N.Arcot Dist.(1 Division). Chingleput Dist.(1 Division S.Arcot Dist.(2 Divisions). Tanjore Dist.(2 Divisions). Madras Dist.(2 Divisions).

2. Prior to partition of the Andhra State there were 6 divisions attached to each of Tiruchirapalli and Coimbatore Circles and the C.E. himself was in charge of a separate circle. After separation there

are 11 Divisions attached to the Tiruchirapalli circle ~~District~~ and 12 divisions attached to Coimbatore circle. The number of Divisions in the two circles have doubled now and consequently the mileage of roads have also doubled. The existing number of div in each circle is considered to be too much for a Superintending Engineer to manage and exercise effec supervision especially as the mileage of roads in each circle has nearly doubled now. Besides normal work of the Highways Department it has got the additional commitment of compl-eting the West Coast Road at an estimated cost of Rs.167 lakhs and other improvements on National Highways Scheme at an estimated cost of Rs.91.20 lakhs during the five year plan period. The completion of a number of inter-State Roads at a cost of Rs.138 lakhs is another responsibility taken over by the State Govt. These items of work to be completed in time require constant attention and supervision. There are at pr 24 major bridge works costing Rs 2,98,53,500 ~~coveri~~ Comm under the above schemes. They are either under exe cution or are likely to be taken up during the course of this year. All these works require ~~fre-~~ quent personal attention of the S.E. and Chief Engineer during the course of their investigation and execution. All these 24 schemes are major brid of complicated nature with difficult foundations, ten of them being big schemes each costing more tha Rs. ~~10~~ 10 lakhs. In this connection the question wheth the C.E. himself can hold additional charge of the two districts of Malabar and South Kanara was taken up and the P.W.Secretariat consider that it would be rather awkward for the C.E. to be in charge of circle also, particularly in the matter of adminis- tration, in regard to appeals, higher supervision, etc.

In view of the large volume of work costing abou Rs 207 lakhs on the West Coast Road which has to be completed before the end of 1955-56 and the utilisation of the grant of Rs 138 lakhs sanctio by the Government of India for the completion of inter-State roads, before the source of supply o money dries up, and also of the fact that the St Government should not fail to utilise the above grant, as ~~was done~~ happened in respect of the grants given the Government of India for development schemes to 1949, the Public Works Secretariat have propo to sanction the ~~certain~~ creation of a new circle with sta mentioned at 'A' on p.18 ante for a period of one in the first instance and to review the position again in July 1955. The P.W.Sectt. (have also pr posed to rearrange the jurisdiction of the circl indicated at 'Y' on p.19 ante. As the completio the works referred to at 'X' on p.20 ante is a matter of immediate urgency, the P.W.Sectt. (have proposed to follow, the short circuit procedure and sanction the staff. The extract cost involv works out to about Rs 51,295/- for a period of o year. Finance Department have also agreed to the proposals but have suggested that the staff be sanctioned on a temporary basis upto 28.2.195 as is now done in other cases.

4. The file may be circulated to M.(W), M. and C.M. for approval of the proposals without r ference to the Standing Finance Committee and th

certain Circle only till the work of improving the West Coast Roads and the work of improving certain other roads for which the Centre has made a grant of Rs 130 lakhs, has been completed.

8/9/54

M(W) M(R&E) C.M.

It will be seen that the Centre has given Rs. 130 lakhs for the improvement of roads and it is hoped that the work will be completed within 1 year from this time. But the work may not be completed. I beg this because the Centre has given a sum of money to the State on a temporary basis and this basis is the chief reason for the delay in the completion of the project. But the delay will be only for the Centre and not for the State.

I mean. Nothing else.

10/9

10 9 54

11 9 54

SECRETARY TO GOVT. 10SEP1954 PUBLIC
DEPUTY SECRETARY TO GOVT. 11 SEP 1954 PUBLIC WORKS DEPT
11 SEP 1954 PUBLIC WORKS DEPT
SECRETARY TO GOVT. 11 SEP 1954 PUBLIC

In reference to Orders in circulation a draft Ord
ept note for circulation to the Ministers who
seen the case, to the C.S. & the Fin. Deptt. c
ited for approval.

3.9.54.

Fin. may please
para-4 of draft orde
and concluding portion
para-3 of the draft note, b
issue.

13.9.54

(Pre Finance note on pp 16-17

Orders in circulation on p 2
above, the draft order and the
summarising note below may be
perused and the case returned
P.W.D. (As the draft is enacted on a temporary
it is not being treated as on a "news

13-9-54.

W.M. 4880 R/14-2
13.9.54

SECRETARY TO GOVERNMENT
14 SEP 1954

Fin no 85576 /E II

14.9.54.

SECRETARY TO GOVERNMENT
14 SEP 1954
PUBLIC WORKS DEPARTMENT

14/9/54
14.9/54

14/9/54

P.W.D.

Issue.

14.9.54

Issued as G.O. Ms. No 3247 P.W. dt 14.9.5